(c) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) While the Rao Tula Ram Marg and Nelson Mandela Road are proposed to be widened by the Delhi Administration, there is no proposal to widen the Shanti Path which is under the jurisdiction of New Delhi Municipal Committee.

(b) and (c) According to Delhi Administration Rao Tula Ram Marg is to be widened from 4 lanes to 6 lanes at an approximate cost of Rs. 1·68 crores and the Nelson Mandela Road is to be widened from 2 lanes to 4 lanes. As regards Shanti Path which is under jurisdiction of the NDMC the existing carriageway is already 4 lanes with a central verge which is sufficient to cater to the traffic.

Observance of safety rules by Pawan Hans

844. SHRI M. S. GURUPADASWAMY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have permitted use of Pawan Hans helicopters (PHL) for Civil and army purposes ;

(b) whether these helicopters have been observing International Civil Aviation Organisation rules of flight safety ;

(c) whether it is a fact that several accidents have taken place because operational parameters were not followed by Pawan Hans helicopters (PHL) ;

(d) if so, what are the details thereof ; and

(e) what are the reasons of the two accidents of Pawan Hans helicopters in Jammu and one in Madras on 12th August, 1988?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) Yes, Sir.

(b) Helicopters are governed by Indian Aircraft Rules and ICAO recommendations. Whenever any deviations are noted, appropriate steps are taken.

(c) and (d) There have been three accidents to PHL helicopters during 1988 and 1989 to date.

(e) The investigation reports of both the accidents are under examination.

Air accidents due to inadequate navigational aids

845. SHRI M. S. GURUPADASWAMY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there have been several air-crashes and air accidents during July to December, 1988;

(b) if so, what are the details thereof;

(c) whether it is a fact that most of the accidents were due to improper and inadequate navigational aids at the airports ;

(d) whether it is also a fact that due to these accidents several daily services of IAC and AI flights were delayed and cancelled ;

(e) if so, what are the details thereof ; and

(f) what steps have been taken to regularise the air services and for provision of adequate and efficient navigational and other aids at every airport?